

The Sydney Morning Herald.

PRICE THREEPENCE.—£3 PER ANNUM.] VOL. XXXI.

FRIDAY, AUGUST 29. 1851.

No. 4458

CASH TERMS FOR ADVERTISEMENTS.

STEAM
TO MELBOURNE AND LAUNCESTON.
THE STEAMSHIP
SHAMROCK.
George Gilmore, Commander,
will be despatched for the above
ports on **MONDAY, 1st September**, at 5 p.m.
A. S. N. Co.'s Wharf. 3551

FIRST VESSEL FOR MORETON BAY.
THE clipper brigantine
MARY STEWART.
J. Allen, late of the steamer
"Eagle," commander, having the greater part
of her cargo on board, will sail on **Tuesday**,
for freight or passage, apply to Captain
Allen, at the Flour Company's Wharf; or to
THOMAS STEWART,
Barkins-street. 4294

FOR MORETON BAY.
THE A1 clipper
schooner
SOUVENIR.
100 tons register, master,
will sail **Tuesday** next. Her accommodations
for passengers are most superior; beds and food
are of the best quality. For freight or passage
apply to Captain Allen, at the Flour Company's
Wharf; or to
THOMAS STEWART,
Barkins-street. 4273

FOR MORETON BAY.
THE clipper
schooner
HARP.
100 tons register, A. Sommer-
ville (late of the Mary Stewart), commander,
having part of her cargo already in store, will
be despatched on or about **Wednesday** next.
For freight or passage apply to the captain,
on board, at the Flour Company's Wharf; or to
W. U. HARRIS,
At the Wharf. 4296

The above vessel has been purchased to run
in conjunction with the brig Jack. Shippers
may rely upon punctuality of sailing being
observed, and as consignees and shippers in-
terest are divided, arrangements will be made
to run one of the above vessels from the Clu-
cular Wharf, and one from the Flour Com-
pany's. 4295

FOR THE CLARENCE RIVER.
THE fine brigantine
HANNAH.
80 tons, Captain Ellis, having
arrived, will be quickly dis-
patched for the above port. For freight or
passage (having very superior accommoda-
tions) apply to
JOHN MORRIS, Agent.
Albion Wharf, (foot of Market-street). 4320

FOR MOREY RIVER.
THE fine schooner
NIGHTINGALE.
60 tons burthen, Thomas
Smith, master. Having made
of her cargo and passengers engaged, will sail
to-morrow evening. For freight or passage
apply on board; or to
HENRY CLARKE, Union Wharf.
August 29. 4286

FOR TWO FOLD BAY.
THE packet schooner
ELLEN.
This beautiful fast-sailing
craft is now loading at Cam-
pell's Wharf, and being under engagement to
sail on Saturday, will certainly leave on that
day. Shippers are therefore particularly re-
quested to send their goods immediately.
For freight or passage apply to Captain
Wardlaw, on board; or to
J. W. PARKER,
650, Lower George-street. 4280

FIRST PACKETS FOR MELBOURNE.
THE HIRONDELLE.
150 tons burthen, S.
Lephore, commander. This
fine vessel is now loading at
Campell's Wharf for a few packages
light freight, and will go to sea to-morrow
morning.
To follow the Hironelle,
the first fine-class bark Emma, 250 tons
burthen, G. Kelly, commander, having all her
dead weight on board will meet with quick
despatch.
Passengers are respectfully reminded the
above vessels are beautifully fitted, and well
found. Beds, food, linen, &c. are found on board
free of extra charge.
For freight or passage, apply on board, at
Flour Company's Wharf, or to
JAMES COOK, Circular Quay.
For freight or passage apply to Captain
Wardlaw, on board; or to
J. W. PARKER,
650, Lower George-street. 4104

FIRST PACKET FOR MELBOURNE.
THE splendid Packet
DART.
200 tons burthen, Alexander
Crompton, master, will have
quick despatch. For freight or passage
apply on board, at the Flour Company's
Wharf; or to
JAMES COOK, Circular Quay.
For freight or passage apply to Captain
Wardlaw, on board; or to
J. W. PARKER,
650, Lower George-street. 4051

ONLY VESSEL FOR OERTEL.
THE fine schooner
LILLIAS.
100 tons burthen, Charles
Chapman, master, will have
quick despatch. For freight or passage
apply on board, at the Flour Company's
Wharf; or to
JAMES COOK, Circular Quay.
For freight or passage apply to Captain
Wardlaw, on board; or to
J. W. PARKER,
650, Lower George-street. 4279

FOR LAUNCESTON DIRECT.
To sail with all possible despatch.
THE FINE SCHOONER
VIXEN.
160 tons burthen, John
McKie, commander. This
fine vessel is now loading
immediately on discharge of inward cargo,
and two-thirds of her cargo being already engaged,
early application for freight or passage is
necessary to Captain McKie, at Flour
Wharf; or
HENRY FISHER,
480, George-street,
Opposite Old Barracks. 3740

FOR ADELAIDE.
(To follow the Louisa.)
THE well known packet
WILLIAM GIRL.
170 tons, Walter R. Todd,
commander.
This vessel will be ready to receive cargo on
Monday morning, and will sail on Thursday
morning. For freight or passage apply on board,
at the Queen's Wharf; or to
JOHN MACNAMARA,
Queen-street. 4293

FOR FREIGHT OR CHARTER.
THE fast-sailing brig
SARAH.
130 tons register, L. Grant,
master.
Apply to
WILLIS, MERRY, AND CO.,
August 29. 4257

FIRST VESSEL FOR ADELAIDE.
THE fast sailing barque
ONYX.
240 tons, Nicholas
Lendley, master, will sail
on the 30th instant. Has room for a small
quantity of freight; possesses good accommo-
dation for passengers.
JENCKEN, BARBER, AND CO.,
Campbell's Wharf. 4281

FOR ADELAIDE.
THE clipper
schooner
MAUKIN.
Captain Bowden, will
positively sail on **Wednes-**
day, the 3rd proximo.
Apply to
WILLIAM WRIGHT,
Lower Fort-street. 4202

FOR PORT NICHOLSON DIRECT.
THE fine fast-sailing
schooner
LOUIS AND MIRIAM.
150 tons, William Philford,
master, is now ready to receive cargo. For
freight or passage apply on board, at the Clu-
cular Wharf; or to
M. JOSEPH, 398, George-street.
4298

FIRST VESSEL FOR HONOLULU.
THE Sandwich Islands
Packet Brig
BROTHERS.
200 tons register, William
Downes, master. This vessel will sail, and
will clear at the Customs on Saturday; has
room only for those parties who have en-
gaged freight, which must be sent down **Tues-**
day by 12 o'clock, or it will be shut out.
For freight or passage apply to the Captain, on
board, at the Circular Wharf; or
MA. JOHN RICKARDS,
Pitt-street. 4302

N.B.—Passengers may depend upon being
provided for in this vessel. 4317

FOR TAHITI, SANDWICH ISLANDS,
AND SAN FRANCISCO.
THE CLIPPER BRIG
EMMA PRESCOTT.
260 tons burthen, has now
completed her cargo, and
will proceed to sea early on Saturday Morn-
ing, 30th instant. Shippers are requested to
send in bills of lading to-morrow (Thurs-
day, 28th instant). Has one cabin disengaged. 4215

FOR LIMA DIRECT.
THE fine A1 Ship
THE CLIPPER BRIG
EMMA PRESCOTT.
1500 tons burthen, Emanuel
Underwood, Commander.
For freight or passage apply to
CRAWLEY AND SMITH.
This vessel has splendid accommodations,
and carries an experienced Surgeon. 3960

FOR MADRAS DIRECT.
THE fine first class
ship
MALACCA.
569 tons, J. Adams, com-
mander.
Will have punctual despatch as above,
and having excellent accommodations, presents
a good opportunity to passengers to India,
or to the Cape of Good Hope.
For freight or passage, apply to
LYALL, SCOTT, AND CO.,
359, George-street. 4324

FOR CALCUTTA DIRECT.
THE ROYAL SAXON.
713 tons, William Charles-
worth, Commander.
This well-known regular trader will
be fitted for London, immediately on the arrival
of the vessel, and will sail about the 1st Oct-
ober. For freight or passage apply to the
office of
R. TOWNS.
4214

REGULAR TRADERS TO LONDON.
THE following splendid
frigate-built ships, be-
longing to Messrs. DUNCAN
and Co., are now loading at
Campell's Wharf, and will go to sea to-morrow
morning.
To follow the Hironelle,
the first fine-class bark Emma, 250 tons
burthen, G. Kelly, commander, having all her
dead weight on board will meet with quick
despatch.
Passengers are respectfully reminded the
above vessels are beautifully fitted, and well
found. Beds, food, linen, &c. are found on board
free of extra charge.
For freight or passage, apply on board, at
Flour Company's Wharf, or to
JAMES COOK, Circular Quay.
For freight or passage apply to Captain
Wardlaw, on board; or to
J. W. PARKER,
650, Lower George-street. 4104

FOR LONDON.
THE fine fast-sailing
first-class barque
BOLIVAR.
386 tons, William Murray,
commander. This vessel has first-rate accom-
modations for cabin and steerage passengers.
For freight or passage apply to the Captain,
on board; or to
SMITH, CAMPBELL, AND CO.,
Or J. B. METCALFE. 2875

FOR LONDON.
THE BARQUE
PENYARD PARK.
A1, 500 tons, John Weller,
commander.
This vessel has superior accommodation for
passengers, and will have quick despatch. For
freight or passage, apply to
GILCHRIST AND ALEXANDER,
or to
FLOWER, SALTING AND CO.,
June 5. 11059

FOR LONDON.
THE splendid A1
frigate-built ship
BLACKFRIAR.
622 tons register, Thomas
Grievies, commander. This vessel has now
the greater portion of her cargo on board, and
will have quick despatch. Has very superior
poop accommodation, and carries a surgeon.
Apply to
FLOWER, SALTING, AND CO.,
GILCHRIST AND ALEXANDER. 3946

FOR LONDON.
THE fast-sailing barque
JOSEPHINE.
278 tons register, is now re-
ceiving cargo at the Flour
Company's Wharf, and will sail with early
despatch. For freight or passage apply to
SMITH, BROTHERS, AND CO.,
Sussex-street; or to
EDWARD N. BURGESS,
20, Macquarie-place. 3937

FOR FREIGHT OR CHARTER.
THE SHIP
EMPEROR.
753 tons. Apply to me on
board, or to Messrs. THOMAS
and Co., 42, George-street.
T. F. LIDDLE, Commander.
4268

FOR SALE.
THE British built
clipper
SUPPLY.
170 tons register. This vessel
is built of the best English oak, and in 1849,
was re-trimmed, new copper, with 32 ca.
copper, had new masts and rigging, is well
found with two complete sets of sails, fitted
with iron water tanks, &c.
For inventory and terms of sale apply to the
Captain, on board, Flour Company's Wharf;
or, to
CAPTAIN JAMES FORRESTER,
Palmer-street, Woolloomooloo. 4202

IMPERIAL FIRE INSURANCE
COMPANY OF LONDON.
CAPITAL ONE MILLION STERLING
THOUSAND POWERS.
REDUCED SCALE OF PREMIUMS.—
Per cent. d.
Slated brick or stone buildings de-
tached 5 0
Ditto ditto ditto ditto contiguous 7 6
Ditto ditto ditto ditto ditto inferior 10 0
Shingled ditto ditto ditto ditto ditto 10 0
Ditto ditto ditto contiguous 12 6
Interior buildings 15 0
Vessels in harbour with or without warranty
to repair and ships building.
Hazardous risks subject to special arrange-
ment.
Losses by lightning made good.
All losses promptly adjusted in Sydney.
GRIFFITHS, FANNING, AND CO.,
Agents. Spring-street, Sydney. 4109

AUSTRALIAN GENERAL
ASSURANCE COMPANY.
OFFICE, No. 48, GEORGE-STREET, SYDNEY.
(Opposite the Barrack Gate).
CAPITAL—£400,000, IN 4000 SHARES.
DIRECTORS
H. H. Browne, Esq., Chairman
William Brown, Esq., Deputy Chairman
John Alexander, Esq., Robert Graham, Esq.,
Alex. Campbell, Esq., Robert How, Esq.,
MARINE SURVEYOR.
Captain Ashmore, Kent-street North.

The Directors attend daily to receive applica-
tions for insurance. Risks are taken on
goods and vessels of forty-five tons register and
upwards to all ports.
Gold and silver insured from Sydney to
London, or other parts of Great Britain,
by any of Her Majesty's ships at the
rate of one per cent, and by merchant
vessels at the rate of one and a half per cent.;
and policies will be granted in triplicate, pay-
able in London, in case of loss, if required.
The Board meets every Wednesday at one
o'clock for the despatch of general business.

Rates of Premium per cent. (with average).
Europe, India, &c. 2 1/2
China, India, &c. 2 1/2
Java 2 1/2
South America 2 1/2
Mauritius or
Bourbon 2 1/2
Cape of Good
Hope 2 1/2
Terra Straits
Whaling vessels
for the voyage 9 to 10
Moreton Bay (the
northern passage
only) 1 1/2
For goods, &c., made
up in the above rates
the premium is re-
duced 1/2 per cent.
on the above rates.

N.B.—Notice is hereby given, that the Com-
pany's Surveyors, and the Office of
the undersigned, are removed to No. 22,
Macquarie-place, three doors from Bridge-
street. These ships have been engaged to
the Australian Trade; their accommodations
for passengers are spacious and elegant; and
a duly qualified Surgeon will accompany each
Vessel. For terms of passage or freight
apply to
SMITH, CAMPBELL, AND CO.,
Sydney, July 1. 133

THE SYDNEY BRANCH.
ALLIANCE FIRE ASSURANCE COM-
PANY OF LONDON.
THE undersigned issue Policies at the
reduced rates of premium.
THACKER AND CO.,
482, 641, George-street.

NOTICE OF REMOVAL.—The
Marine Assurance Office, and the Office
of the undersigned, are removed to No. 22,
Macquarie-place, three doors from Bridge-
street. These ships have been engaged to
the Australian Trade; their accommodations
for passengers are spacious and elegant; and
a duly qualified Surgeon will accompany each
Vessel. For terms of passage or freight
apply to
SMITH, CAMPBELL, AND CO.,
Sydney, July 1. 133

PERSONS OF PROVIDENT HABITS
may secure for their wives and children a
comfortable subsistence at their decease by
insuring their lives.
Life Annuities for old age, commencing at
50, and payable quarterly, can also be ob-
tained.
Endowments for children on starting in life
also granted.
All the above advantages can be obtained
gratuitously from the Secretary, late Gill's
Hotel, Pitt-street South. 4261

THE SYDNEY HAMLETS.
MR. T. W. SMART'S COMMITTEE.
Mr. David Jones
Mr. G. A. Lloyd
Mr. E. B. Meyers
Mr. H. B. Cotton
Mr. H. B. Metcalfe
Mr. A. C. Brown
Mr. J. H. Croft
Mr. James Patterson
Mr. James Entwistle
Mr. G. L. Robinson
Mr. G. H. Hill, J.P.
Mr. Solomon Levison
Mr. William Carr
Mr. H. P. O'Donnell
Mr. James Booth
Mr. George Smith
Mr. F. Mitchell
Mr. W. Morgan
Mr. R. Toth
Mr. C. Caldwell
Mr. W. Marshall
Mr. James Reynolds
Mr. James Chambers
Mr. D. Cooper, J.P.
Mr. T. S. More
Mr. John Fairfax
Mr. Adolphus William
Young
Mr. William Magill
Mr. Michael Mayall
Mr. George Armistead
Mr. John Graham
Mr. Thomas Woodley
Mr. H. Montgomery
Mr. John Brown
Mr. John M. Bate

THE SYDNEY HAMLETS.
MR. T. W. SMART'S COMMITTEE.
Mr. Allan MacGee
Mr. R. Sandford
Mr. D. H. Egge
Mr. George R. Hirst
Mr. E. R. Munnin
Mr. Jeremiah Murphy
Mr. Archibald Little
Mr. Samuel H. Smyth
Mr. George King
Mr. Daniel Clark
Mr. J. H. Breen
Mr. Thomas Jones
Mr. E. H. Pollard
Mr. R. P. Whitire
Mr. George Marshall
Mr. R. Narne
Mr. John Hamilton
Mr. W. James
Mr. D. Huntley
Mr. A. J. Ashdown
Mr. A. Melville
Mr. W. Howard
Mr. Thomas Hopkins
Mr. J. K. Heydon
Mr. G. M. Wilkie
Mr. H. Fisher (Glen-
more)
Mr. George Head
Mr. A. J. Ashdown
Mr. William Driscoll
Mr. Thomas Sutcliffe
Mr. Emanuel Phillips
Mr. R. M. Wilkie
Mr. F. T. Stennett
Mr. H. H. Breen

The above gentlemen meet at 4 o'clock every
afternoon, at the Committee Rooms, No. 48,
George-street.
The Secretary is in daily attendance.
THOMAS MACCULLOCH,
Secretary. 4265

MALCOLM'S ROYAL AUSTRALIAN
CIRCUS.
TO-NIGHT, FRIDAY, AUGUST 29.
ARRIVAL OF MR. AND MRS. ASHTON,
from the Amphitheatres Dublin and Liver-
pool.

THE Proprietor has the honour to
announce to the inhabitants of Sydney,
that he has engaged the services of Mr. and
Mrs. ASHTON from the above named places.
The talents of these artists, who are
ASHTON on horse-backed stunts, must be
seen to be appreciated, the great perfection to
which the noble animals are brought, must be
by every beholder admired.

The Evening Entertainments will com-
mence with an Act of Horsemanship entitled
"THE CLOWN'S PROMISE," by Master Grif-
fiths. Clowns to the rescue, Mr. Random.
Mr. Williams will then entertain the
audience in an amusing Act, entitled, "THE
CORPORAL OF THE LASH; or, TOO LATE
FOR DRILL."

After which, a scene from Turpin's Ride to
Yarky introducing Song, &c. Raymond.
Mr. ASHTON, the renowned British
Horseman, will then make his first appearance
before a Sydney audience on a swift steed,
entitled, "THE FLYING
WARDROBE."

An intermission of five minutes.
Part II. will commence with a beautiful
Act of Equestrianism, entitled "THE WILD
INDIAN," by John C. Raymond.
To be followed by Mr. Clark in an Act
of Horsemanship, entitled "THE POLISH
VAULTER."

Losses by lightning made good.
All losses promptly adjusted in Sydney.
GRIFFITHS, FANNING, AND CO.,
Agents. Spring-street, Sydney. 4109

THE HAMLETS ELECTION.
MR. THURLOW will meet the
SUNDAY HILLS Electors TUESDAY
EVENING, August 29th, 1851, at Mr. Robinson's,
"The Boundary Stone Inn," at half-past
seven o'clock.
By order of the Committee. 4259

CUMBERLAND ELECTION.—Mr.
DARVALL will meet the Electors of
the County of Cumberland on Saturday
evening, August 30th, at twelve o'clock, at
Nash's Hotel, Parramatta. 4188

TO THE INDEPENDENT ELECTORS OF
THE COUNTY OF DURHAM.
GENTLEMEN,—Write having been
issued for a general Election of mem-
bers to serve in the Legislative Council, I do
myself the honour, at the expressed desire
of many friends in the county, to pre-
sent myself for election as a candidate
for the representation of the County of Durham.
Without reiterating my opinions upon the
topics which most interest every colonist, I
feel that the present epoch has arrived
when it is necessary to consider the
welfare of the colony, and to determine
whether we are to remain a dependent
territory, or to become a self-governing
community. I feel that the present epoch
has arrived when it is necessary to consider
the welfare of the colony, and to determine
whether we are to remain a dependent
territory, or to become a self-governing
community.

The altered condition of the country, both
political and social, must for ever set at rest
the question of transportation; under any
circumstances, my voice and vote shall always
be exercised against its renewal in any shape,
or by any part of the Australasian dependencies.
I feel that the present epoch has arrived
when it is necessary to consider the welfare
of the colony, and to determine whether we
are to remain a dependent territory, or to
become a self-governing community. I feel
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necessary to consider the welfare of the colony,
and to determine whether we are to remain a
dependent territory, or to become a self-gov-
erning community.

My report on General Grievances, and on
Mr. Gladstone's Despatch, are both suffi-
ciently clear, and I feel that I have been
able to show that the present epoch has
arrived when it is necessary to consider the
welfare of the colony, and to determine
whether we are to remain a dependent territory,
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of the colony, and to determine whether we
are to remain a dependent territory, or to
become a self-governing community.

TO WILLIAM C. WENTWORTH, ESQ.
SIR,—We, the undersigned, being
qualified to be placed upon the
Electoral Roll for the City of Sydney, at the
next ensuing Registration, request that you
will allow us to put you in nomination as a
candidate to represent us.

However some of us may disapprove of par-
ticular measures which you have expressed, or
particular views which you have expressed, the
useful and permanent character of your public
services, and the eminent ability which you
are universally admitted to possess, compel us
to disregard those points which we differ,
in the consideration of those on which we
agree.

That, in the course of your long political
career, your public acts have not uniformly
been with the approbation of the whole of
the majority of your fellow-colonists who
have hitherto given you their support, is a cir-
cumstance which in no way disqualifies you
for the continued confidence of those who are
attached to the liberal and enlightened prin-
ciples which you have ever professed, and whose
co-operation has been given, by the seal and
testimony of these principles have been
always maintained.

The great body of the people, for whose
cause you have so often fought, have remained
loyal to you every step of the way, and have
been in the van of every popular movement;
and two general elections have already
amply testified the estimation in which you
are held by a large majority of the electors of
this city.

A Third Election, attended with a like
result, will show that the estimation in which
you are still held is as high as it ever has
been, and that you have not lost your elevated
and honorable public position, because you
have preserved general to the interest of the
colony, and a manly loyalty to the
principles of the colony.

Your public acts are too well known to
render any recapitulation of them necessary
now.
A statesmanlike career of nearly thirty
years' duration must present too many objects
for notice even, in an address like this.

One of your first acts was a successful
struggle for the freedom of the press, one of
your last was the foundation of the University
of Sydney.
To these, and to numerous other measures of
kindred character, you are indebted for the
reputation you enjoy with us, and they are
sufficient to establish an honorable fame with
our posterity.

On these broad and general grounds, do we
ask you to become a candidate,—we do so
now, do we ask you to become a candidate, we
do so now, do we ask you to become a candi-
date, we do so now, do we ask you to become
a candidate, we do so now, do we ask you to
become a candidate, we do so now, do we ask
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SHIPPING INTELLIGENCE.

DEPARTURES.

August 28.—Toro, schooner, 58 tons, Captain Sholl, for Moreton Bay. Passengers: Mrs. Smith and four children. Mr. Thompson, George Howard, Matthew Butler.

August 28.—Toro, schooner, 123 tons, Captain Walters, for Port Phillip. Passengers: Messrs. Whitney, Davison, and Morrison.

PROJECTED DEPARTURES.

August 28.—Australia, for the South Sea Fisheries; Douglas, for Manila; Emma, for Hobart Town; Wandsworth and Canter, for Newcastle; Jack, for Moreton Bay; Louisa, for Adelaide.

CLEARANCES.

August 28.—Emma, brig, 135 tons, Captain Pockley, for Hobart Town. The Rev. A. H. Stephens, Mr. and Mrs. Atkins, Miss Atkins, Miss A. Atkins, and Miss H. Atkins, Mr. Catley.

August 28.—Wandsworth, ship, 896 tons, Captain Dunlop, for Adelaide. Passengers: Mr. Murphy, for Moreton Bay. Passengers: Mr. and Mrs. Watson, four children and servant, Mr. and Mrs. Paton, 2 children and servant, Mr. W. Harris, Mr. Tennant, Mr. Wood, Mr. Sydney, Mr. Cockburn, Messrs. White, Jones, Davis, Harris, Brown, North, Mrs. Chambers, and two children, J. Sand, R. Williams, and W. Perry.

August 28.—Canter, barque, 310 tons, Captain Murray, for Newcastle, in ballast.

COASTERS INWARDS.

August 28.—Magnet, 17, Scholmer, from Brisbane Water, with 480 bushels shell; Neptune, 18, Augusta, from Shoalhaven, with 350 bushels maize, 100 bushels wheat, 5 tons potatoes, 4 tons butter, 6 sides bacon, and 1000 lbs. tallow; Carnarvon, from Sydney, with 2000 bushels wheat, 1000 bushels maize, 500 bushels oats, 1000 bushels barley, 1000 bushels rye, 1000 bushels clover, 1000 bushels lucerne, 1000 bushels alfalfa, 1000 bushels timothy, 1000 bushels clover, 1000 bushels lucerne, 1000 bushels alfalfa, 1000 bushels timothy.

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EXPORTS.

August 28.—Emma, for Hobart Town: 193 cases port wine, 144 cases claret, 144 cases brandy, 144 cases rum, 144 cases gin, 144 cases whisky, 144 cases vinegar, 144 cases oil, 144 cases sugar, 144 cases flour, 144 cases rice, 144 cases beans, 144 cases peas, 144 cases lentils, 144 cases corn, 144 cases wheat, 144 cases barley, 144 cases oats, 144 cases rye, 144 cases clover, 144 cases lucerne, 144 cases alfalfa, 144 cases timothy.

August 28.—Timbo, for Port Phillip: 14 cases butter, 100 bags maize, 40 tons coal, 1 bag hax, 30,000 feet cedar, H. and J. Cooke; 9 cases butter, J. Levy.

August 28.—Panama, for London, via Newcastle: 140 pieces timber, D. Lee.

SHIPS' MAILS.

Mails will close at the Post Office as follows:—For England via Calcutta.—By the Travancore, this evening, at 6. For London.—By the Ralph Thompson, this evening, at 6. For Adelaide.—By the Louisa, this day, at noon.

SAN FRANCISCO.

ARRIVAL OF CALIFORNIA SHIP.—The John Hertram arrived in harbour yesterday afternoon, having made the passage from Boston in 121 days, including a detention of some days at Valparaiso. She is carrying a clipper, and would doubtless have made the passage in less time had she been favoured with any thing like good winds. —*Alta California, June 14.*

THE PANAMA.—The last trip of this vessel from Panama, shows what she can do if properly managed. The trip was made in 16 days and 6 hours, running time, which is 18 hours less than the ship Oregon at the time she brought the gold to the coast of California into the Union. On her downward trip the Panama was but 15 days and 17 hours. It has thus made the two quickest trips on record. —*Alta California, June 19.*

NAVAL.—H.B.M. steamer Driver, from Panama the 25th April, via intermediate ports, anchored at Saualito yesterday morning. The frigate Portland, carrying the flag of Rear-Admiral (Sir) George Hastings Popham, was understood to have shortly been expected in this port. —*Alta California, June 19.*

CUSTOM HOUSE.—Returned Outwards: August 28. Susan, brig, 212, Knight, for Manila; Eleanor Lancaster, barque, 480, Loize, for Kamschatka.

A whaling brig, and a strange ship, were signalled to the eastward of the head of the harbour up to the time of going to press.

The steamer Falkland foundered on 6th May, soon after leaving Bombay. She broke her back just before the paddle-boxes, and sank immediately. Though of extremely shallow draft of water, she was so beautifully bound together that no danger was apprehended, on the first trial, when within fifty miles of India, broke across, and sunk in deep water almost instantaneously. The night from on board the Berence was one of the most extraordinary ever known, and the crew did not disappear that not an atom of kit could be saved by any one—the crew had barely time to escape; the only life was that of the quarter-master, Captain Fenner, of the Berence, and his kit, which he saved by clinging to the mast of course perished with the vessel. We mentioned how heavily the Falkland worked in her trial trip, but had no apprehension of any danger from her despatch; although the winds were southerly, and the sky somewhat troubled, it was not till the 3rd that the signs of the approach of the Madras hurricane began to make their appearance—too late to afford warning. The Falkland have cost between £15,000 and £20,000, as no expense had been spared upon her; her engines were beautiful specimens of mechanism, with all the latest improvements. —*Bendley Times.*

DESTRUCTION BY FIRE OF THE SHIP KURRAMANNY.

We have been favoured with a copy of a letter from Captain J. Hogg, (formerly of the Australian, whaler), detailing the particulars of the ship's destruction.

The ship having been taken up by the Government for the conveyance of emigrants from Calcutta to the Mauritius; her cargo, which consisted of 16,000 bags of grain, with about 90 tons of water, (supplies for the passage), all stored under the gunwale, and which certainly was not a crew likely to ignite by spontaneous combustion. The whole space between decks, with the exception of the fore-cabin, and four side cabins, was occupied by the enormous quantity of grain, and the crew all told, consisted of 111, with the pilot and headman, amounted in all to 167 souls on board when I left Calcutta on the 31st of March. On my arrival at the river I lost an anchor, but the ship being in a heavy draught, and myself anxious to get out of the river during the spring tides, which I then had the benefit of, I did not wait, but pursued my way down, having by telegraph sent word to Calcutta for an anchor to be sent to Kidgerie.

for me, of which place I anchored on the 2nd of April, expecting to find it in the morning. On the morning of the 4th it had not arrived, consequently I dispatched the steamer which had towed me down, to look for it, and having the boat of the steamer having returned to Calcutta before she met the vessel with the anchor, and then taking her in tow, did not arrive at the ship till noon on the 5th.

On the 6th I got underway, but with the steamer could not make full speed. I could not make the strong gales which were then blowing from south-west-west, consequently had to anchor again; Casually light bearing north west, distant about 5 miles. From my position, and the cause, having been deprived of rest for several nights previous, the pilot and myself, on that evening both retired before 8 o'clock. About 10, or as the chief officer, who had the watch at the time, says, about 11, the vessel was again disturbed, and I came to my cabin door and awoke me with the exclamation, "Captain Hogg, the ship's on fire!" With all the alacrity and self-command that such an alarm could excite in me, I rushed on deck, and found that the vessel was on fire, and had never seen a ship before, though driven up from below by the smoke, made no claim till they saw the fire. When I got upon deck I was nearly smothered by the smoke, and, owing from the hatches, all of which were open, and all ports open below; but the emigrants having all crowded aft in such a body were so crouded that I had no time to get down.

Through them, My first order was "All hands to quarters," but none of the ship's company appearing, I called for the serang and tinders, but in vain. When I got forward of the ship, I found that the vessel was on fire, and had never seen a ship before, though driven up from below by the smoke, made no claim till they saw the fire. When I got upon deck I was nearly smothered by the smoke, and, owing from the hatches, all of which were open, and all ports open below; but the emigrants having all crowded aft in such a body were so crouded that I had no time to get down.

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minute longer would have moored me safely, otherwise, at the end of the voyage of 11 days, I should have been in a bad way.

We got on board the steamer at one o'clock a.m. on the 7th, having been two hours and a half in the water, myself as I entered the world, as they called it; and the once gallant Kurramanny, which to have seen a few hours before, you would have thought would have proudly seemed the combined powers of her natural enemies, and nearly as the water's edge. Boats were taken from each of the ships during the remaining part of the night, and after the tide began to make, some began to hear the dismal cries of the unfortunate souls who had perished, and the verification of my own motto, that an undeviating adherence to the path of rectitude will, of itself, insure friends through life.

NAVIGATION OF THE MURRAY.

The first attempt to navigate the River Murray was made with a steamer of 150 feet long and 20 feet beam, to be built and launched at Goolwa, or some other convenient spot, and there to be fitted with her engines and stores.

By the propulsion of Penn's 40-horse power oscillating engines, with double cylinders, to enable her to come round quickly in the shorter reaches of the river, and the steering apparatus fixed forward, to have sails to assist occasionally. The boat to have a very commodious after cabin for passengers, and like accommodation forward in the steerage.

Her velocity against the stream, with a 10-inch draught of water, is calculated at six miles an hour, under ordinary circumstances; and, at this draught, she will have on board the engine, boiler, water, one and a half day's food, stores, and complement of hands. During the wool-carrying season the boat to be used as a steam-tug, in addition to carrying cargo, and to tow a certain number of lighters carrying the wool.

The tonnage is estimated at 1,000, from which to be deducted the engine and boiler-room, and the steerage for fuel.

It is proposed, at the outset, that the steamer should not be higher than the River Darling junction, where there is to be a depot established, with crews for pressing the wool, and, if expedient, as it probably will be, boiling-down works.

The cost of steam communication to the Murrumbidgee junction, or beyond or to the Darling, to be carried out hereafter, as circumstances develop themselves, and for which a smaller steamer will be necessary.

Immediate receiving depots to be established where desirable, between the Goolwa and Moorundee; and also working-stations at intervals of 10 miles, to be carried out hereafter, as circumstances develop themselves, and for which a smaller steamer will be necessary.

Quays at Goolwa and Port Elliot are proposed to form a part of the railway scheme.

The time of starting on the first trip up to be, say first week of August, and to continue to the Darling, to be carried out hereafter, as circumstances develop themselves, and for which a smaller steamer will be necessary.

The voyage from Goolwa to the Darling will occupy seven days, and say the return voyage six, the complete trip thirteen days; and one day detained at the Darling depot; but to allow something extra, say two trips per calendar month on the average.

The operations of a Carrying Company, if successful, might be extended to the steam coasting trade, or in co-operation with the steamers now started, to take to run from Sydney to various coasting ports.

The carriage between Port Elliot and Port Adelaide to be a separate item of arrangement, and to be carried out hereafter, as circumstances develop themselves, and for which a smaller steamer will be necessary.

inished and continually declining profits of trade, and of every branch of industrial pursuit—the reduction of the wages of labour—the distribution of employment in many parts of the country, which has led to the desertion of home and country by continually augmenting bodies of the most industrious and valuable portion of the British population, present indisputable evidence that the present crisis in the social system of the country, which has led to the ruin of its prosperity, and if not speedily remedied must end in wide-spread disaster, discontent, and ruin." The noble earl supported this resolution in a characteristic speech, which was seconded by Mr. Butt, C. of C., of the Irish bar.—"As Mr. Russell has said," he cried, "Prince Albert would grant the Protectionists the use of the Crystal Palace in which they would hold a meeting which would astonish

the world. After a few words from Mr. G. E. Stanhope, the resolution was put and carried. Mr. Richard L. Stowe then moved a resolution to the effect that the unjust admission of foreign produce was the cause of the present evil. Mr. Samuel Day seconded the resolution, which was also carried. Mr. Stowe then moved a resolution, proposing a resolution to the effect that unjust and cruel and dangerous experiment of free trade should be abandoned, the most deplorable consequences, ending in national convulsion and bankruptcy, must inevitably ensue; and that the Government should support protection members at the next election. Colonel Stowe seconded the resolution. After the usual vote of thanks to the chairman, the meeting separated. At St. Martin's Hall, the meeting was addressed by Lord Stanhope, Mr. G. E. Stanhope, and others. Similar resolutions were passed to the above and reported. The Hall was crowded.

INTRODUCTION OF STARCH.—The most peculiar article of dress belonging to the age is

which was the *Ruff*, the pointed legs of which were called *rouffes*, and which was an indispensable quality in the buff, and, with such delicate materials, the requisite tenacity was unattainable except by the agency of starch. This fact helps us to fix tolerably accurately the time before which the ruff came into vogue. The first mention of it in England by a Mrs. Dingen van Plesse in 1564 and it was considered an improvement of such importance in the laundry, that it was elevated at once into an "art," in which Mrs. Dingen van Plesse gave lessons at the enormous premium of five guineas a course. The use of the common dead white hue, but in process of time various glowing dyes were introduced so as to give increased effect to the ruff by the tints it was thus made to shed upon the face. The ruff was yet dyed as described by the notorious Mrs. Turner, who implicated herself in the murder of Sir Thomas Overbury; but it was dismised with abhorrence by the fashion-

BIRTH.
At Queanbeyan, on Monday, the 18th instant, the lady of Captain Faunce, of a son.

FUNERAL.—The Friends of the late Mr. Richard Leming are respectfully

requested to attend his funeral, which will take place this day, at half-past one o'clock p.m. His remains will be removed from his late residence Flour Wharf, Miller's Point, at the hour above mentioned precisely. No particulars will be issued.

HENRY THOMAS, Undertaker,
4274 King-street West.

TO PRESBYTERIANS IN THE GOLD DISTRICTS.

As it has been judged advisable to

1. A. afford means of Grace, by the dispensation of Divine ordinances, as far as practicable

To the numerous reconverts there now located at various places in the State, and the following Clergymen of the Synod of Australia, in connexion with the Established Church of Scotland, have been appointed to officiate for one month each, in such situations as they or their localities as may be found most suitable for their own pulpits being supplied by the Synod, during their absence, viz. :—

For September.—The Rev. Kirkpatrick Dickson, Sydney; the Rev. J. B. R. Smith, Newcastle; and the Rev. J. P. Laughton, Carcoar.

For October.—The Rev. James Coult, Parramatta.

For November.—The Rev. George M'Pherson, Portland Head.

And for December.—The Rev. Dr. Mc'Garrigle, of Sydney.

The Gentlemen will be glad to communicate with the friends of persons now in the Gold districts.

H. R. GILCHRIST,
Moderator of Synod.

TO THE MINES.—SUBSCRIBERS PROCEEDING TO THE MINES.—The Subscribers invite all parties proceeding to the Mines, to inspect our large and varied stock of *Ready Made Clothing*, &c., &c., which we are enabled to offer at very low prices, owing to the small quantity of goods required for the purpose.

Suits, such as waterproof coats, capes
Leggings and boots, air beds and pillows
Blankets, rugs, shirts, and every requisite for
a miner's complete outfit.

3718 DAVID JONES AND CO.

GEOERGE CHISHOLM AND CO.
respectfully inform their customers
that they have this day opened a large lot of
plain French Delaines, in every colour.

2529 253, Pitt-street.

GEOERGE CHISHOLM AND CO.
DRAPERS, &c., 253, PITT-STREET.
Beg to inform the public that they have just
received, ex Douglas and Duddrook, an ex-
ceeding choice lot of new Goods, suitable for
spring costumes.

2925

GEOERGE CHISHOLM AND CO.
beg to notify their customers that they have just opened
a large lot of new Spring Goods, consisting of
Stripes, Brocades, and Glacés, commencing at
2s. 4d. per yard.

2924 253, Pitt-street.

GEOERGE CHISHOLM AND CO.
have now ready for inspection, a mag-
nificent display of Long and Square Bazaar
Shawls.

2923 253, Pitt-street.

GEOERGE CHISHOLM AND CO.
have much pleasure in announcing to
their customers that they have just opened up
a very choice selection of Self-coloured French
Bargains, at 20d. per yard.

2907 253, Pitt-street.

GEOERGE CHISHOLM AND CO.
have now ready for inspection, an
elegant assortment of French and Coventry
Bonnet Ribbons, which will be sold decidedly
cheap.

2925 253, Pitt-street.

GEORGE CHISHOLM AND CO.
 Have just received their usual supply
 of Shipments of Ladies' White Cotton Hose
 of the very best make, commencing at 6s. 6d.
 per dozen.

253, Pitt-street.

**ENGLISH BONNETS! ENGLISH
 BONNETS!**

JAMES SMYTH respectfully informs
 the Ladies of Sydney that on Monday
 next he commences showing his new stock of
 Spring Bonnets, really the most superb stock
 ever seen in Sydney.

LONDON HOUSE, 269, Pitt-street.

N.B.—A case of the white Paris Chip, quite
 new, at 1s. 1d.

4391

STRYCHENINE.—A fresh supply
 of the above, put up in original packages of
 quarter of an ounce each, warranted pure.

P. F. MORGAN, Chemist and Druggist,
 271, Pitt-street.

4392

LECHES.—A fresh supply of fine
 healthy Leches.

P. F. MORGAN, Chemist and Druggist,
 271, Pitt-street.

4393

QUICKSILVER, now landing, ex
 Catherine Jamieson, of the finest
 quality.

P. F. MORGAN, Chemist and Druggist,
 271, Pitt-street.

4394

Unished and continually declining profits of

trade, and of every branch of industrial pro-
duct—the reduction of the wages of labour, and
the diminution of employment in many of the
Kingdom, the increase of crime, and the
and decreed to be by the Government, and
usually augmenting bodies of the most in-
dustrious and valuable portion of the British
population, present indisputable evidence that
the management of the country is such as to
the country which are sapping the founda-
tion of its prosperity, and it not speedily re-
medied must end in wide-spread disaster, dis-
content, and ruin. The Government supported
this resolution in a characteristic manner,
which was seconded by Mr. Butt, G.C., of the
Irish bar.—A Mr. Ewell moved the Queen and
Government to rescind the Protectionist policy
of the use of the Crystal Palace, and to allow
would have met a meeting which would astonish
the world.—After a few words from Mr. G.
Dawson, of Selby, Yorkshire, the resolution
was carried by a large majority. The Govern-
ment moved a resolution to the effect that the
any admission of foreign produce was the
cause of the present evil.—Mr. Samuel Day

[illegible][illegible]

FUNERAL.—The Friends of the late Mr. Richard Leming are respectfully requested to attend his Funeral, which will take place this day, at half-past one o'clock p.m. His remains will be removed from his

late residence Flour Wharf, Miller's Point, at the hour above mentioned precisely. No circumstances will be issued.

4274 HENRY THOMAS, Undertaker,
King-street West

TO PRESBYTERIANS IN THE GOLD DISTRICTS.

AS it has been judged advisable to afford means of Grace, by the dispensation of Divine ordinances, as far as practicable to the numerous Presbyterians now located in

various places in the Gold districts, the following Clergymen of the Synod of Australia, in connexion with the Established Church of Scotland, have been appointed to officiate for a period of one month each, in such situations in these localities as may be found most suitable for their own pulpits being supplied by the Synod during their absence, viz. :—

For September.—The Rev. Kirkpatrick Dickson Smythe, Bathurst; and the Rev. J. B. Laughton, Carcoar.

For October.—The Rev. James Coutts, Parramatta.

ramatta.
For November—The Rev. George M'Fie
Portland Head.
And for December—The Rev. Dr. M'Garrie
of Sydney.
These gentlemen will be glad to communi-
cate with the friends of persons now in the
Gold districts.
H. R. GILCHRIST,
Moderator of Synod.
4163

A THE MINES.—The Subscribers invite all parties proceeding to the Mines, to inspect their large and varied stock of *Ready Made Clothing*, (including the miners' white woollen suit).
Gutta percha waterproof coats, capes
Leggings and boots, air beds and pillows
Blankets, rugs, shirts, and every requisite for a miner's complete outfit

3718 DAVID JONES AND CO.

GEORGE CHISHOLM AND CO.

G respectfully inform their customers
that they have this day opened a large lot of
plain French Delaines, in every colour.
2929 253, Pitt-street.

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Beg to inform the public that they have just
received, ex Douglas and Duddbrook, an ex-
ceeding choice lot of new Goods, suitable for
spring costume. 2929

GEORGE CHISHOLM AND CO.

G beg to notify that they have just opened a large lot of new Spring Silks, consisting of Stripes, Brocades, and Glacés, commencing at 2s. 4½d. per yard.
2924 263, Pitt-street.

GEOURGE CHISHOLM AND CO. have now ready for inspection, a magnificent display of Long and Square Barrets Shawls.
2925 263, Pitt-street.

GEORGE CHISHOLM AND CO.
have much pleasure in announcing to
their customers that they have just opened a
very choice selection of Self-coloured French
Bareges, at 20d. per yard.
253, Pitt-street.
2997

GEORGE CHISHOLM AND CO.
have now ready for inspection, an
elegant assortment of French and Coventry
Bonnef Ribbons, which will be sold decidedly
cheap.
253, Pitt-street.
2998

GEORGE CHISHOLM AND CO.
have just received their usual Spring
Shipment of Ladies' White Cotton Hosiery
of the very best makes, commencing at 6s. 6d.
per dozen.
1929 253, Pitt-street.

**ENGLISH BONNETS! ENGLISH
BONNETS!**

JAMES SMYTH respectfully informs
the Ladies of Sydney that on Monday

next he commences showing his new stock of Spring Bonnets, really the most superb stock ever seen in Sydney.

LONDON HOUSE, 260, Pitt-street.

N.B.—A case of the white Paris Chip, quins new, at 1s. 11d. 4301

STRYCHNINE.—A fresh supply of the above, put up in original packages of quarter of an ounce each, warranted pure.

F. F. MORGAN, Chemist and Druggist 4335 271, Pitt-street.

LEECHES.—A fresh supply of fine healthy Leeches.
P. F. MORGAN, Chemist and Druggist,
4331 271, Pitt-street.

QUICKSILVER, now landing. ex Catherine Jamieson, of the finest quality.
P. F. MORGAN, Chemist and Druggist,
271, Pitt-street.

REDUCED FROM 21s. to 10s. 6d.
PLUNKETT'S AUSTRALIAN MA-
GISTRATE, A Guide to the Duties of a Jus-
tice of the Peace, with numerous forms, 2nd
edition: by E. STURROCK.
W. R. FIDDLINGTON.
665, George-street, next Bank of New South
Wales.

A FEW Copies of Sir Thomas
Mitchell's three-sheet Map of the
Colony.
This Map, from a trigonometrical sur-
vey, shows numerous ranges in detail, and the
few copies now offered for sale having been
printed under the eye of the engraver, are very
fine impressions on good drawing paper, and are
to be sold at the reduced price of fifteen
shillings for the three sheets.

W. R. FIDDLINGTON,
Bookseller, Stationer, and Printer,
665, George-street, next Bank of New South
Wales.

PLAIN STATEMENTS AND
PRACTICAL HINTS respecting the
discovery and working of Gold in Australia.
By the Rev. W. L. FIDDLINGTON, M.A.,
Fellow of the Geological Society of London,
Ac., &c.

SANDS AND KENNY,
George-street.

TO DRAPERS, SHIPPERS, STORE-
KEEPERS, &c.

THE Subscribers beg to direct the
attention of wholesale buyers generally
to their unrivalled stock of DRESSING
FANCY GOODS, SLOPS, &c., which they
are prepared to offer upon the most liberal
terms.

N.B.—Invoices of about two hundred (200)
original packages, comprising almost every
article in the trade.

Entrance to the wholesale next door to
the Savings Bank.

DAVID JONES AND CO.,
George and Barrack streets.

SHAWLES, SHAWLES, & BARGE
and Canvas Slippers, &c.

T. COOK AND COMPANY beg to ac-
quaint their friends, that they will open this
day 450 of the above, from 4s. 6d. to 25s.,
comprising some of the most elegant novelties
ever seen.

Southern House,
242, George-street South.

JUST LANDED, per ship Bank
of England, and on sale by the under-
signed, at very reduced prices, an assortment
of Messrs. Milroy and Son's very superior
SADDLERY and HARNESSES, as under:

Ladies' saddles, quilted seats and stirrups,
balance straps, and improved fittings
ditto ditto, quilted seats, ditto
ditto ditto, plain seats, ditto
ditto ditto, plain seats, common
Gentlemen's all-over hoggish saddles, cut
backs and straight heads, very superior
Gentlemen's all-over hoggish saddles, second
quality
Hoggish stuffed saddle, in great variety
Fancy saddles, for boys and girls
Silver plated carriage, tandem, and gig har-
ness

Brass-mounted ditto, and ditto ditto
Ladies' round and square bridles
Brass curb, Pelham, and headstall bridles
of all kinds
Hunting breastplates, round and flat martin-
gale
Carpet bags, in great variety
Leather gaiters and leggings, of all kinds
Horse blankets, large size
Portmanteaus, solid leather and common
Girth webbing, and warranted binding
40-inch collar cloth, and white socks, Princess
check, scarlet cloth
Chamois skins, blue and white serge, milled;
orange and white silk, 3 cord
Jacquard hose, in great variety
Brother's and rain boots
Horse, carriage, and dandy brushes, of all
kinds
Also—Spring eyes, plated tandem eye buckles,
Terrace's and headstall bridles
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